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SEVENPENCE.

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AMERICANS SALUTE THEIR FLAG IN BRITISH WATERS: AN AMERICAN LINER MEETING A U.S. DESTROYER CONVOY AT SEA.

The United States Navy is doing invaluable service in British waters, both in conveying merchantmen and chasing submarines. It is easy to imagine with what joy and pride the

passengers on an American liner would greet their country's flag flying from one of their own war-ships, and in British waters, nearing their unavoidably anxious journey's end.

DRAWN BY CHARLES PEAR, R.O.I. COPYRIGHTED IN THE UNITED STATES AND CANADA.

NOW SOME WAY BEHIND OUR FRONT IN MESOPOTAMIA: WAR-TIME IN BAGHDAD UNDER THE BRITISH OCCUPATION.

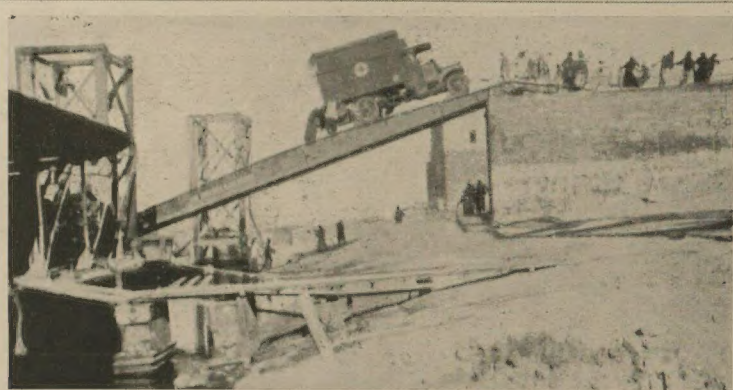
PHOTOGRAPHS OF TURKISH PRISONERS BY TOPICAL.



WITH A CONVOY OF CAMELS PASSING OVER IT: A PONTOON-BRIDGE AT BAGHDAD.



FORMERLY IN COMMUNICATION WITH BERLIN: THE GREAT GERMAN WIRELESS STATION AT BAGHDAD.



HAULED ASHORE UP A STEEP INCLINE BY 100 ARABS: A RED CROSS X-RAY CAR BEING LANDED AT BAGHDAD.



THE LANDING OF X-RAY STORES AT BAGHDAD: ARAB LABOURERS AT WORK UNLOADING A BOAT.



TURKISH PRISONERS BEING MARCHED THROUGH BAGHDAD UNDER BRITISH ESCORT: A PROCESSION THAT GREATLY INTERESTED THE INHABITANTS.



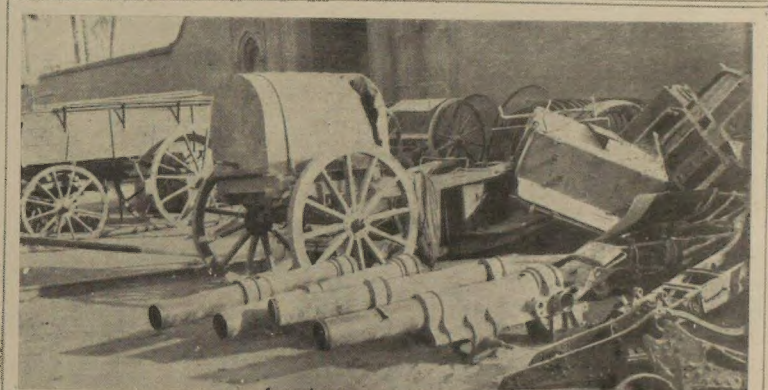
PASSING THROUGH ONE OF THE MAIN STREETS OF THE TURKISH PRISONERS SEEN ABOVE.



CAPTURED AT KUT AND SINCE RECAPTURED: A BRITISH GUN NOW USED AS A "TIME" GUN IN THE CITADEL AT BAGHDAD.



BAGHDAD: A GENERAL VIEW FROM THE CLOCK TOWER OF THE TURKISH BARRACKS, NOW A BRITISH HOSPITAL.



INCLUDING KUT GUNS RECAPTURED (SEEN IN THE FOREGROUND): BOOTY TAKEN FROM THE TURKS LYING OUTSIDE THE TURKISH ARSENAL AT BAGHDAD.



THE TERMINUS OF THE LINE BY WHICH GERMANY HOPED TO "PENETRATE" ASIA: BAGHDAD RAILWAY STATION.

As in Palestine, so in Mesopotamia, the capture of the capital city by the British forces has not been regarded by them as the end of their efforts. On another page we mention fresh operations by General Allenby near Jerusalem, and similarly, in connection with the above photographs of Baghdad under British rule, it may be recalled that our troops have since made considerable advances beyond that city. On December 10 the War Office announced: "The General Officer Commanding in Mesopotamia reports that after securing the Sakaltutan Pass on December 4, the Turks were pursued as far as the village of Kara Tepeh (about twenty-five miles north of Deli Abbas), through which the enemy was driven on the 5th after a sharp engagement. The pursuit was carried out over difficult

country containing bogs and intersected by numerous watercourses. Our troops and the Russians fighting on our right flank showed great powers of endurance in overcoming all obstacles. . . . The total captures between December 3 and 5 amounted to 227 prisoners, including the Commander of the 156th Regiment and 6 other officers, also two field guns and one machine-gun." Mr. Edmund Candler, writing from "five miles north of Kara Tepe," on December 6, said: "The field-pieces, which were captured with guns' teams and horses, passed our artillery as they were going into action, and the Turkish gunner told us that his 75's had opposed us in Gallipoli. . . . Prisoners stated that their officers left them when our first shells burst in their trenches."

THE PALESTINE CAMPAIGN: INCIDENTS OF THE ADVANCE.

THE CENTRAL PHOTOGRAPH BY NEWS ILLUSTRATIONS; THAT ON THE LEFT, BELOW, OFFICIAL.



A FEW HOURS AFTER THE CAPTURE OF GAZA: UNLOADING STORES ON GAZA BEACH.



IN GAZA AFTER A BOMBARDMENT: DAMAGED BUILDINGS IN THE CITY.



DURING THE FINAL OPERATIONS THAT LED TO THE CAPTURE OF JERUSALEM: AN ATTACK ON A TURKISH POSITION.



A COLLATION OF BOMBS: A TURKISH 'BOOBY TRAP' NEAR GAZA, WHICH WOULD HAVE BLOWN UP UNWARY PARTAKERS.



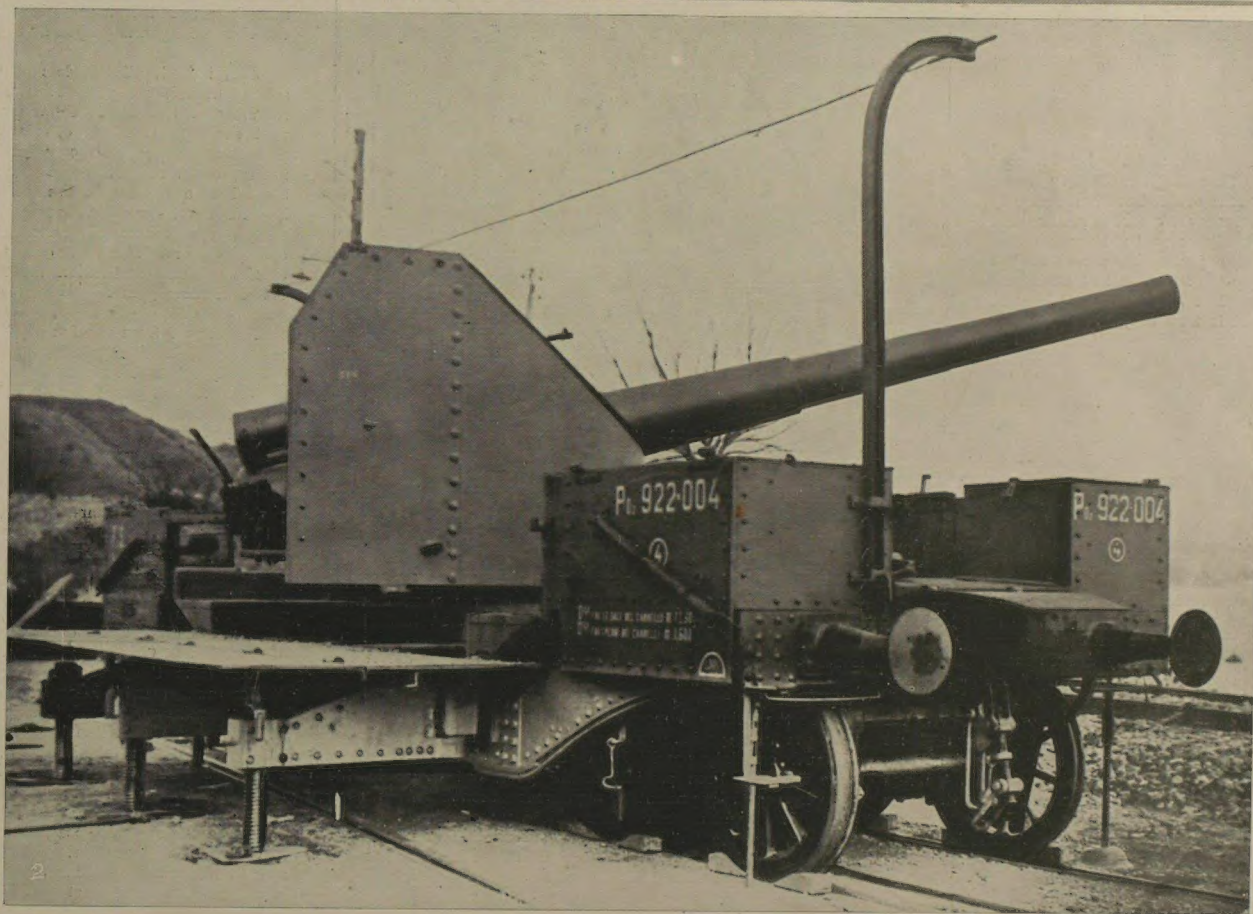
A TANK ON THE COAST OF PALESTINE: ONE OF HIS MAJESTY'S LAND SHIPS ON GAZA BEACH.

The campaign in Palestine has not come to an end with the capture of Jerusalem. Further movements of the British forces were mentioned in a statement issued by the War Office on December 18, which said: "General Allenby reports that our troops seized the high ground east of Abu Dis (two miles south-east of Jerusalem) and took 117 prisoners, including 5 officers. Our casualties were considerably less than the

Turkish dead counted by us. A hostile aeroplane has been driven down near Nablus. It is interesting to note that, in the bombing on boats and troops and sheds at the north end of the Dead Sea, our aeroplanes were flying 400 feet below sea-level." This curious state of affairs was due, of course, to the fact that the level of the Dead Sea is 1290 ft. below that of the Mediterranean.

ITALY'S "NAVY ON RAILS": COAST-DEFENCE ARMOURED TRAINS.

ITALIAN NAVAL OFFICIAL PHOTOGRAPHS.



1. ARMOURED TRAINS USED TO PROTECT ITALY'S LONG AND EXPOSED ADRIATIC SEABOARD: TRUCKS MOUNTED WITH ANTI-AIRCRAFT GUNS.

The Italian Navy has done wonders in protecting the 600-mile long and exposed Adriatic coast, which has only two good naval bases, whereas the Austrian side is screened by a fringe of islands affording numerous lairs for Austrian war-ships. Italy's Naval Commander-in-Chief, Vice-Admiral Thaon di Revel, said recently, in an interview, to Mr. Edward Marshall: "Along a portion of the Italian coast-line we have sailors fighting most effectively from railway trains, and from them operating naval guns. One can move faster on a railway train

2. COAST-DEFENCE WORK OF THE ITALIAN NAVY CARRIED OUT ON LAND: A 6-INCH GUN MOUNTED ON AN ARMOURED TRAIN.

than on even the speediest of ships. That Navy upon Rails is something we are proud of. Imagine, if you will, a railway train equipped with guns of several calibres, some of them rather heavy, protected by such armour as may be used in circumstances of the sort, supplied with wireless apparatus and with searchlights manned by sailormen. . . . Such trains are to-day part of the Italian Navy. Some of them have gone through many serious engagements. The necessity for such a provision of defence was very urgent."



By G. K. CHESTERTON.

THESE lines will appear a few days after Christmas, and I am therefore free from all responsibilities for advice about its celebration by others, and need only give some of the reasons for my own. There has been, of course, for everybody a very real problem of the relations between festivity and economy. Normally, in such matters, I should always count tradition the healthiest guide; but in this case the other traditions have to be squared with the healthiest of all traditions—patriotism. Every compromise, however conscientious, will be individual and different from every other; but there are some truths involved which I think are a little neglected and might conceivably be a little useful.

The first fact, of course, is this—that many of us are now, merely temporarily, what the mass of mankind are permanently. Rich men are (or ought to be) living much more like poor men—that is, much more like most men. Rich men have often put themselves artificially into this attitude—the posture of princes clad as peasants. They have made a masquerade of topsy-turvy ambition and innocent imposture, pretending to a poverty not their own. So the lords and ladies of Versailles figured as the shepherds and shepherdesses of Watteau. Similarly, many millionaires in our own time have paraded the Simple Life, with plans for plain living and high thinking—in which, perhaps, the plainness is more apparent than the liveliness, and the height more conspicuous than the thought. In short, many luxurious people have half-seriously organised economy as a sort of pantomime. It will certainly be well if they can now accept it as a pantomime; and all the better if they can accept it as a Christmas pantomime. But the second and more serious point is that they will be strictly in the Christmas tradition if they do. For it is precisely the poor people, after all, who have preserved these traditions, when the rich were often deserting them in pursuit of fashions. Dickens was not only strictly right, but strictly realistic, when he made the penniless Cratchits cling to the tradition of pleasure; while the wealthy Scrooge scoffed at it, in the name of the fashion of utilitarianism. Indeed, Dickens was much more right than he himself knew. He only knew the human debris of the industrial breakdown; he knew nothing of the poor self-organised into a stable and respectable caste, as in the countries of the peasants. His poor men existed only relatively to rich men; they took cast-off notions as they wore cast-off clothes. But in most places it is the peasants who preserve the historic and even the prehistoric things. They do not wear second-hand clothes in the fashion of a year ago. They wear costumes, stiff or quaint, but their own, on a pattern inherited from hundreds of years ago. In the same way, they have preserved most of the festive forms which are at once ritual and sport. And it is to long pedigrees of peasants that we owe the survival of nearly all the jokes and games that occupy children (and the wiser adults) in any middle-class house at Christmas. It is a mere fact of English history that

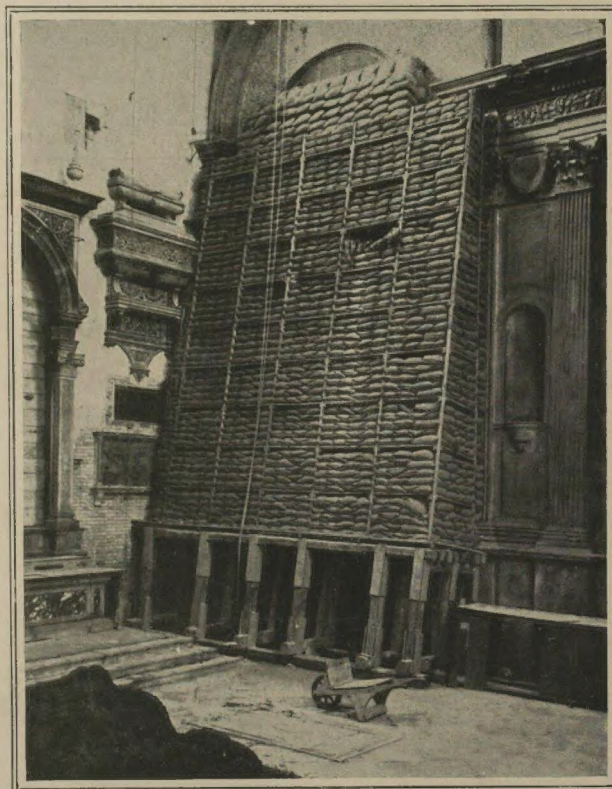
the idea of a Merry Christmas was maintained much more faithfully by the ragged carol-singers than it was by the Merry Gentlemen to whom they sang their carols. The Merry Gentlemen were disposed to become decidedly Dismal Gentlemen in the Puritan terror of the seventeenth century. It was among the populace that Christmas was suppressed with difficulty; many of the political squires, and nearly all the merchant princes, lent their aid to suppress it. Christmas had only survived so late as that by the loyalty and tenacity of peasants and other poor men. And, if poor men could keep Christmas, surely we can keep Christmas as if we were poor men.

economy. Its exuberance was hardly ever extravagance. For it made its jokes, just as it made its meals, out of what it happened to have—nay, out of the remnants, and even the rubbish, of what it happened to have. Its games, for instance, never required any apparatus for the festive purpose, or only required an apparatus already in use for some other purpose. Even the other games, unconnected with Christmas, which have since stiffened into the most elaborate technical appliances, were originally made of practical and pre-existent objects, and in many cases retain the trace or the tradition of it. The very terms of the old game of tennis, as everyone knows, are taken from

the common objects of the courtyard of a farm or inn. But our fathers did not think it necessary to build a whole artificial inn or quite unnecessary farm round the chosen spot, for the sake of a few hours' tennis. It is said that the three stumps of the wicket are only the three legs of the milking stool, now so much differentiated that it would be difficult to reconnect them with the service of the cow. The winter games, as distinct from the summer games, commonly retain, however, the old simplicity of material; and this is especially true of the children's games played at Christmas.

But, indeed, all this has a perfectly serious moral, as part of the urgent morality of thrift. If the poor in the past could get fun out of these cheap and obvious things, so can we. If our fathers could make a great game out of a stool or a slipper, so can we. These, like all the higher pleasures of the intellect, are comparatively independent of expenditure. For us at this time the chief Christmas institution must be the old Christmas game.

But, apart from the fun of the thing, this is an intellectual distinction of very practical point. Numberless sages have said that the higher powers of the mind are independent of money; that philosophy and poetry can be as cheap as daylight and air. However often repeated, it remains a really important truth; but there is a truth to be added to it which is, perhaps, more often missed. It is that all this is as true of levity as of solemnity—that laughter is also, as Blake said of tears, an intellectual thing. Enjoyment, with the help of a little real thought, can easily be made, consistent with real thrift. I, for one, have always defended the sort of frivolity that is a relief from the strain of war; I think "Pleasure as usual" is at least as dignified a maxim as "Business as usual." Nay, I think that those who do take the national duty seriously are precisely those who do not take it solemnly. But in the practical economic calculations it is really necessary to take it seriously; and I am quite serious when I suggest that we shall learn our best lesson from that long procession of the peasant celebrants of Christmas which begins with the shepherds of Bethlehem; and best read the truth in what was well defined by Kettle, the hero and martyr of Ireland, as the secret scripture of the poor.



TO SAVE IT FROM DAMAGE BY AIR-RAID: THE TOMB OF THE DOGE GIOVANNI MOCEENIGO, IN SANTI GIOVANNI E PAOLO, VENICE, SAND-BAGGED.

The church, which, next to St. Mark's, is the most imposing in Venice, was built in 1333-90. The funeral services for the Doges were always held there. Giovanni Mocenigo died in 1485. Italian Official Photograph.

But the point yet more to the occasion is this—that peasants specialise in such festivals, and yet peasants certainly specialise in thrift. Such feasts have not only been possible to the poor, but they have been specially present among the most economical poor. It is when we consider this very practical paradox that we find both a vital principle and a strong hint for our own practice. The fact is that this ancient type of entertainment has always been, first and last, domestic. And for that very reason it has been full not only of domesticity, but of domestic

IMPORTANT NOTICE: "THE ILLUSTRATED LONDON NEWS."

Beginning with the issue dated January 5th, the price of "The Illustrated London News" will be raised twopence: that is, to Ninepence. In the same way our contemporaries will raise their price. This has been made necessary by the great increase in the cost of paper and of all other materials used, in the cost of labour and of transport. We feel sure that our readers will support us as before, realising that we should not raise the price of our Paper unless such action were really necessary. It should be added further—and the point seems hardly to call for emphasis—that the Paper will be kept at its present high standard of illustrations and letterpress. The normal price of sixpence will be resumed as soon as possible.

SEEN FROM HAMPTON COURT'S HAUNTED GALLERY: THE ROUND KITCHEN.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



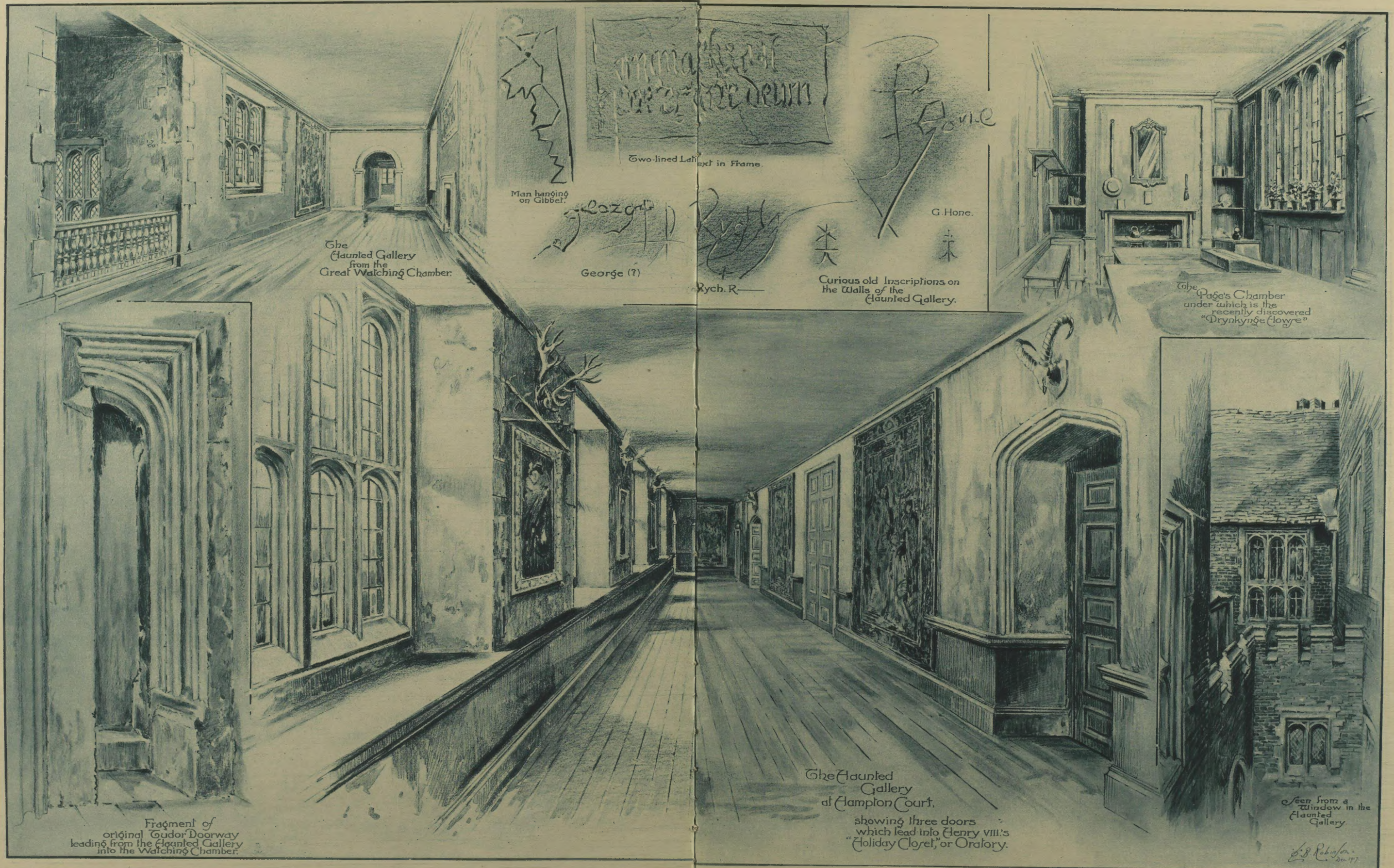
THE OPENING OF THE HAUNTED GALLERY AT HAMPTON COURT: THE ROUND KITCHEN COURT SEEN FROM ITS WINDOWS.

It was arranged to open to the public this Christmas the famous Haunted Gallery at Hampton Court, of which drawings are given on the succeeding double-page. "The gallery," writes Mr. Ernest Law in a most interesting account of its history, "is situated between Henry the Eighth's Great Watching Chamber and the Chapel, occupying two sides of the inner court known as the 'Round Kitchen Court.'" The above drawing shows the view of this court seen from the windows of the Haunted Gallery (which are shown in the large drawing of the gallery at the foot of the double-page), and on the

extreme right are the chimney and end wall of the "Page's Chamber," whose interior is illustrated on the double page in the top right-hand drawing. Mr. Law says of it: "In the corner of the Haunted Gallery by the Watching Chamber door is the 'Page's Chamber,' and under it the recently discovered 'Drynygge Howse' . . . at the entrance to the vast cellarage under these chambers." It was in this part of the Palace, we are told, that Shakespeare and his company of players, who appeared there before James I. at Christmas, 1603, and again on August 7, 1606, used to foregather.

WHERE LEGEND TELLS WAS SEEN THE GHOST OF CATHERINE HOWARD: THE HAUNTED GALLERY AT HAMPTON COURT.

DRAWINGS BY OUR SPECIALIST, W. B. ROBINSON.



CLOSED SINCE 1750 AND UNTRODDEN BY A BRITISH SOVEREIGN FOR 150 YEARS: THE NEWLY-OPENED HAUNTED GALLERY AT HAMPTON COURT: AND ADJOINING CHAMBERS.

With the King's cordial sanction, the Lord Chamberlain's Department and the Office of Works arranged to open to the public this Christmas the historic Haunted Gallery at Hampton Court, a place of the deepest interest not only to us in this country, but to soldiers from the Dominions overseas. The Haunted Gallery was dismantled by Sir Christopher Wren in the time of William and Mary, and when the Court finally quitted Wolsey's palace about 1750, the gallery was closed, and no British Sovereign entered it for 150 years until King Edward the Seventh's visit, in February 1901, on his Accession. Investigations made under the present sympathetic and reverent régime have resulted in many interesting discoveries, among them a Latin inscription (including the words, "præter amare Deum") of Henry the Eighth's time, in the Haunted Gallery by a door leading to Henry's "Holiday Closet,"

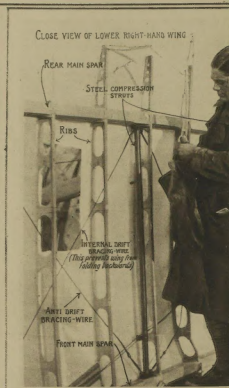
Oratory, in the Chapel; also some rough inscriptions on a wall bricked up by that King in 1535. Other mural marks have been found associated with the visits of Shakespeare's company of actors, as well as an old Tudor doorway bricked up about 1690, leading from the Haunted Gallery into the Watching Chamber. The ghost alleged to haunt the gallery is that of Catherine Howard. The story goes that, after her arrest, she ran along the gallery to appeal to the King in his oratory, but was arrested by his guards and carried off screaming. Since then," writes Mr. Ernest Law, "it is said a spectral female form . . . has been seen at night hurrying along the gallery to the closet door, on reaching which she turns back with disordered garments and a ghastly look of despair, uttering, at the same time, the most unearthly shrieks."

ONE RESULT OF BRINGING DOWN GOTHAS: MECHANICAL SECRETS OF GERMAN AEROPLANE-CONSTRUCTION REVEALED.

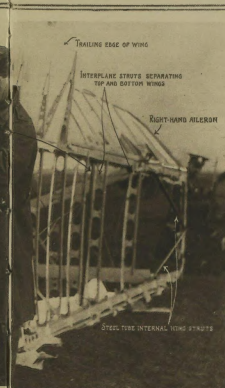
PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND FARRINGTON PHOTO. CO.



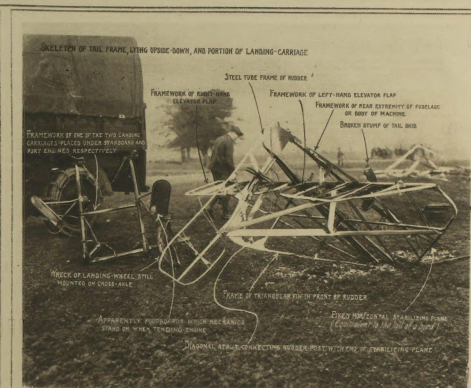
SHOWING THE FRAMEWORK OF ITS WINGS AND AILERONS: A BURNT-OUT GOTHA
'BROUGHT DOWN IN ENGLAND'



A GOTHIA BROUGHT DOWN IN ENGLAND
LOWER RIGHT



AN R.F.C. OFFICER EXAMINING THE
HAND, WING



THE SKELETON OF THE "TAIL" (UPSIDE DOWN) AND PART OF THE LANDING CARRIAGE
WRECKAGE OF A GOTHA.



WITH ITS CRANK-CASE PARTLY MELTED BY THE BURNING PETROL: WRECKAGE OF AN ENGINE-HOUSING
AND LANDING CARRIAGE (UPSIDE DOWN).



SHOWING ONE OF ITS TWO 260-H
ONE OF A GOTHAM



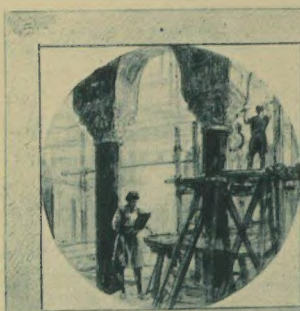
MERCEDES MOTORS : WRECKAGE OF
ENGINE HOUSINGS



JOYFULLY DISPLAYED BY MEN OF THE ROYAL FLYING CORPS: ONE OF A CAPTURED GOTHA TWO ENGINES.

As in the case of Zeppelins, the bringing-down of German aeroplane raiders not only acts as a wholesome deterrent in a general sense, but is very useful to our aircraft-building authorities from the secrets placed in their hands regarding the manufacture of enemy machines. The photographs here reproduced were taken after the raid on Essex, Kent, and London during the early hours of December 6, when two Gothas were hit by our anti-aircraft guns and forced to descend owing to the injuries they had received. Both crews of three men, it will be

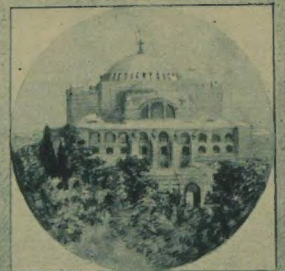
recalled, were captured alive, in one case being taken in charge by a clergyman, who is a Special Constable, and in the other, by R.F.C. men. Although the machines were both partially destroyed by the burning petrol, yet enough of the mechanism survived the flames to afford valuable information. After the London raid of December 18 it was announced: "One raider was hit by gunfire, and finally came down in the sea off the Kentish coast. . . . There is reason to suppose that another enemy aeroplane came down in the Channel."



THE BUILDING OF ST SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS, IN 1453, & THE CHURCH BECAME A MOSQUE: ST SOPHIA.

SCIENCE JOTTINGS.

THE RATIONING OF THE PEOPLE.

THE authorities are hardly to be congratulated on their last ukase extending the system of so-called voluntary rationing to children. The arguments

that the food-equivalent of 4000 calories is absolutely the least with which such a man can keep in health. Who is to decide when doctors thus disagree? And may not a mistake of one-eighth in a man's daily ration have serious effects later on when we are all compelled to subsist on the Government allowance?

food-material which may be purchased at one time by one individual can guard against such occurrences.

There seems to be only one way in which the Government can provide for an equal distribution of food in the scarcity which they say is coming upon us. This is by dividing the food into portions fit for immediate consumption only—or, in other words, through communal kitchens. So long as food can be bought in open market those with most money will naturally come off best; but if all of us, or very nearly all of us, were compelled to take or buy their meals ready cooked at a municipal or other official establishment, we should in theory share and share alike, and it would only be a very determined glutton who would succeed here and there in consuming two rations where one would do.

This would probably entail the Government taking over the whole food-supply, and an amount of organisation which would tax the energies of even our vast army of officials. Yet the saving to the community would be immense. The Government would practically have no one bidding against them, and would thus, without any special legislation, be able to buy food-stuffs at the lowest price. They—or the local organisations to whom they would, if they were wise, delegate the task of preparing it—would be able to turn these into palatable food with the minimum of waste, and the saving of fuel now consumed in the kitchen-ranges and gas-ovens of all except the very lowest class of workers would be very large.

Add to this the relief to railway and other traffic caused by the shifting of all this fuel from one place to another, and the number of transport workers which it would thus set free for the fighting services, and its inconvenience to individuals would seem to be far outweighed by its advantages.

Not the least of these last is that it could be brought into use gradually and bit by bit; while it would go a long way towards solving the eternal servant question.—F. L.



BUILDING A REED HUT IN MESOPOTAMIA: THE FIRST STAGE—THE BUNDLES OF REEDS FORMING THE FRAMEWORK SET UPRIGHT IN THE GROUND.

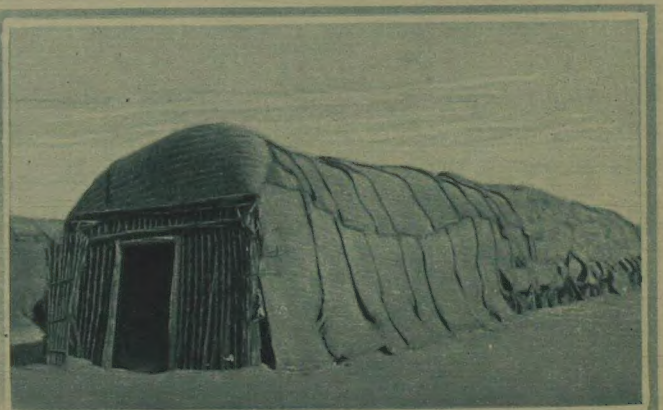
which led them, on their first promulgation of the scheme for binding the population to limit their daily consumption of food, to exempt those of tender years from its operation, still hold good; and the scale of diet which is now produced in order to bring them into it seems to ignore one most important physiological fact. This is that, while with adults food is required to supply heat and energy to the body—and in a small degree to repair the wear and tear of tissue—with children it has to perform an additional and equally important function by providing the means of growth. That this is overlooked by the new circular is shown by the scale of food-equivalents which, according to the *British Medical Journal* of the 8th inst., accompanies it. In this we are told that 1 pint of milk or 3½ oz. of meat may be replaced in case of necessity by, among other things, 1 lb. of potatoes, 3 oz. of jam, or the same quantity of cocoa. To give a growing boy 3 oz. of jam instead of the milk or meat to which he is accustomed may please his palate, but is hardly likely to promote his growth into a strong and healthy man. And the worst of it is that this mistake is likely to press most hardly on those who are unable to resist its effects. No father or mother will withhold from his or her child the food most suited to him because of a Government circular; but the provisions of this last will probably be adhered to in boarding schools and other institutions where all children are treated alike and have no means of making their complaints heard. Hence the first experiment in compulsory rationing will be made in exactly those quarters where it is likely to prove at once most injurious and oppressive.

It will, of course, be said as to this that the Government recommendations were given after consulting the best scientific opinion, and so on. This does not seem very satisfactory to our medical contemporaries mentioned above, which suggests that, if the Committee of the Royal Society or any body representing scientific opinion be consulted, it ought to see its advice carried out; but it is by no means certain that scientific opinion is at one upon this point. To give only one example, the authorities seem to consider food equivalent to 3500 calories per day sufficient for a man engaged in other than heavy manual labour. Yet Dr. W. M. Bayliss, in his great work on "General Physiology" published in the second year of the war, lays it down in his chapter on "Nutrition"



BUILDING A REED HUT IN MESOPOTAMIA: SECOND STAGE—THE REED PILLARS BEING BENT OVER AND FASTENED TO ONE ANOTHER, FORMING AN ARCHED ROOF.

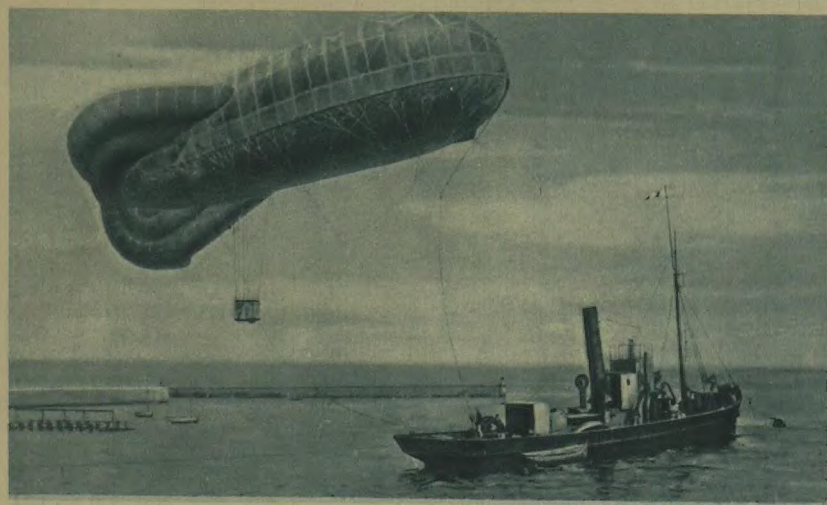
Then that large part of the public which is accustomed, if not forced, to limit its purchases of food to small quantities at a time, set to work to remedy the difficulty they found in obtaining these small quantities by going to many different shops in the same day. Thus, in a case which lately went the round of the Press, a woman who fainted in a queue of tea-purchasers was found to have fifteen packets of tea concealed about her, this being apparently the only way in which she could make up her desired quantum. No system of rationing by limiting the amount of



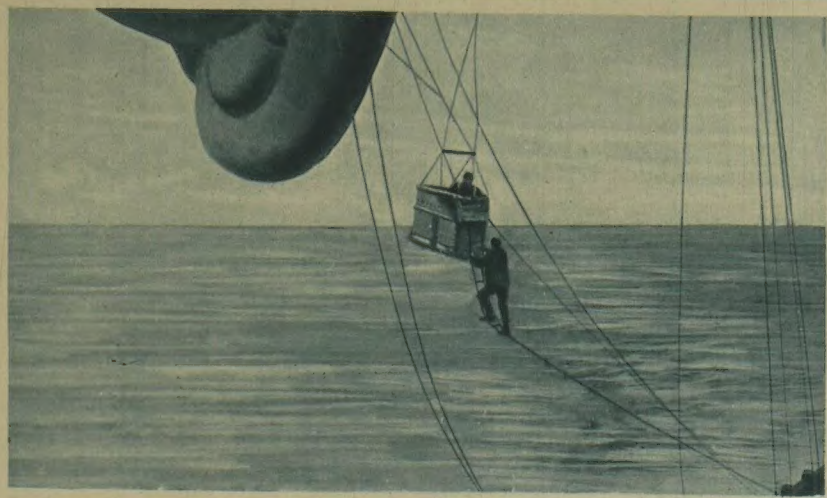
BUILDING A REED HUT IN MESOPOTAMIA: THE FINAL STAGE—THE COMPLETED HUT ROOFED WITH REED-MATTING

"SAUCISSES" VERSUS SUBMARINES: NAVAL KITE-BALLOONS FOR SPOTTING U-BOATS.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



PUTTING TO SEA: A FRENCH NAVAL KITE-BALLOON TOWED BY A TUG.



"REMINISCENT OF THE BLONDIN TIGHT-ROPE": OBSERVERS GOING ABOARD THEIR KITE-BALLOON BASKET.



MID-AIR AND OVERSEA ACROBATICS: AN OBSERVER OF A NAVAL KITE-BALLOON RETURNING TO THE "PARENT" SHIP.

The kite-balloon, or *saucisse* (sausage), as the French have nicknamed it, has proved very valuable in the campaign against U-boats, owing to its power of remaining stationary at various heights, from which, in favourable atmospheric conditions, the presence of a submerged submarine can be detected. Lacking motive power, the kite-balloon naturally plays a different part from that of the seaplane, and for movement from point to point has to be towed by surface craft, in the manner shown by our illustrations.

The means by which observers go aboard and quit the basket beneath the balloon recall acrobatic feats. A similar reflection suggested itself recently to an eye-witness of the destruction of an overland kite-balloon by an aeroplane, and the escape of the observers by parachute. Writes Mr. George Dewar: "Two tiny toy-like figures, quaintly reminiscent somehow of the Blondin tight-rope and aerial performances of long ago, softly and, as it seemed, very, very slowly, came to earth."

BRIDGE-BUILDING UNDER SHOWERS OF BOMBS FROM ENEMY AIRCRAFT: THE HEROIC WORK OF THE ROYAL ENGINEERS.

DRAWN BY R. CATON WOODVILLE.



WHAT AN AIR-RAID MEANS TO THE ENGINEERS AT THE FRONT: BUILDING A TIMBER BRIDGE, REGARDLESS OF BOMBS FROM GERMAN AEROPLANES.

It is one of the most harassing tasks for the Engineers to build bridges over the numerous canals and streams of Flanders and France, in order to keep the roads open for the constant flow of transport-lorries and other traffic going to and from the fighting line. Often the work has to be done under shell-fire, or, as in the case here illustrated, under showers of bombs from enemy aeroplanes, while, to add to the hardships of the situation, many of the men have to work standing up to the waist in ice-cold water. Often bridges are destroyed by the enemy, who wait until they are nearly finished before delivering an attack, and have to be rebuilt at top speed. In spite of all these dangers and difficulties the men

of the Royal Engineers carry out their work with unswerving endurance and courage. During the battle of Cambrai, for example, they did splendid service, as Sir Douglas Haig mentioned in a Special Order of the Day, "in the maintenance of communication, the development, extension, and repair of roads and railways." Describing the advance of the Ulstermen on the Canal du Nord, Mr. Perry Robinson writes: "With the help of the Engineers, who did some extraordinary work in building a bridge over the Canal, they got across and worked up the trench lines on the farther side." Our drawing gives a typical scene on a similar occasion.—[Drawing Copyrighted in the United States and Canada.]

"THE BROKEN MELODY": A FATEFUL INTERRUPTION— "FALL-IN IN TEN MINUTES! BATTLE ORDER!"

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



A CALL TO ARMS AT A MOMENT OF RELAXATION: A "SING-SONG" ON THE BRITISH FRONT INTERRUPTED BY A SUMMONS TO THE STERN REALITIES OF WAR.

The soldier's life is one of sudden changes from grave to gay, and from gay to grave. His brief hours of rest and relaxation are well earned by the hardships and perils he has at other times to endure. The British soldier has in this war shown again his splendid fighting spirit, a compound of good humour and grim resolution, like the men of Ulysses, "who ever with a frolic welcome took The thunder and the sunshine." At the word of command our magnificent men are ever ready to spring to arms and fight with noble courage, as they have done once more in the great victory on the road to Cambrai. The present illustration shows a typical scene on the Western Front, when the call of duty came suddenly during an hour of rest and refreshment. A happy group is gathered about a big barrel of *vin blanc*,

some serving out the light French wine, others enjoying their respite in various ways. In the right foreground, it will be noted, one man is writing a letter by the light of a candle stuck on a steel helmet. Another, just to the left of the wine-cask, is cleaning his rifle. Some more hilarious spirits are dancing and singing, it may be, "Take me back to Blighty!" Suddenly the melody is broken by a fateful interruption. A sergeant (seen in the right background) has appeared on the scene and, standing at attention, he shouts: "Get ready to fall-in in ten minutes! Battle order!" There is an end to the song. It is not "back to Blighty" they are going, but back to the fierce music of the guns.—[Drawing Copyrighted in the United States and Canada.]

WITH THE BRITISH ON THE ITALIAN FRONT: OUR MEN ON THE MARCH AND ON ARRIVAL AT THE TRENCHES.

PHOTOGRAPHS NOS. 1, 3, 4, 5, AND 6, ITALIA OFFICIAL: NOS. 2 AND 7, CLAYTON



ON THE WAY TO REINFORCE A SECTOR ON THE PIAVE: A BRITISH REGIMENT MARCHING ALONG ONE OF THE POPLAR-LINED HIGHWAYS OF VENETIA.



ONE OF OUR KILTED CORPS WHOSE DRESS EXCITED MUCH CURIOSITY AMONG THE ITALIANS MARCHED THROUGH: HIGHLANDERS AT A HALT.



BELONGING TO THE BRANCH OF THE SERVICE WHICH HAD THE FIRST OPPORTUNITY OF BEING IN ACTION IN ITALY: R.F.C. TRANSPORT LORRIES EN ROUTE FOR A CAMP.



ON ARRIVAL AT THEIR APPOINTED POST ON THE PIAVE FRONT: SOME OF OUR MEN OFF DUTY VISITING ONE OF THE ITALIAN TRENCHES ALONG THE RIVERSIDE.



EVIDENCE OF HOW GENERAL PLUMER'S ARMY HAS ARRIVED EQUIPPED FOR EMERGENCIES: AN ARTILLERY REPAIRING-SHED IN AN ITALIAN VILLAGE.



CLOSE TO THE FIGHTING LINE ON THE PIAVE: A BRITISH INFANTRY REGIMENT TEMPORARILY BIVOUACKING FOR A HASTY MEAL IN A FIELD.



AN INCIDENT IN AN ITALIAN TOWN DURING A REGIMENT'S STAY ON THE WAY TO THE FRONT: ITALIAN BOYS HAVING A SET-TO, AFTER SEEING SOME OF OUR MEN BOXING.

General Plumer's army, it is now generally known, has arrived in force at its allotted stations on the Italian front, where it has taken up its position in the front line of the defences. It is stated that portions of the British army are holding sectors on both the Italian fronts; on the general line of the Piave, and also on the Italian northern front, opposed to the later Austrian invasion-thrust from the Trentino against the Italian barrier-positions of which the Asiago Plateau forms the main defence-bulwark, adjoining the Monte Grappa sector between the Brenta and the Piave. The main passes from the north unite and lead by the Asiago plateau down the valley of the Brenta. The river front section along the Piave, taken over by the British, was fortified by the Italians on their turning at bay on that line, before our arrival. One of the Italian trenches beside the bank of

the river, with its barricade of barbed-wire entanglement along the foreshore, is shown in the sixth illustration. Types of British infantry regiments in Italy are shown in the first, third, and fifth illustrations, including Highlanders, in the kilts which, as war-correspondents' letters from the Italian front have related, formed objects of much curious interest to the country-folk in districts through which our men marched on leaving the railways, both among the townsfolk and the villagers; also English and other troops. In the fourth illustration, a motor-lorry in an air-service transport column is seen while passing through an Italian town—apropos to which it will be recalled that some of our airmen were the first British to be in action on the Italian front.

WEATHER FORECASTING FOR WAR PURPOSES: R.N.A.S. EQUIPMENT.

OFFICIAL NAVAL PHOTOGRAPHS.



AT ONE OF THE NAVAL WEATHER STATIONS: AN OBSERVATORY BUILDING AND ITS AERIAL POLE-MAST; WITH SOME OF THE STAFF ABOUT TO MAKE AIR-CURRENT TESTS.



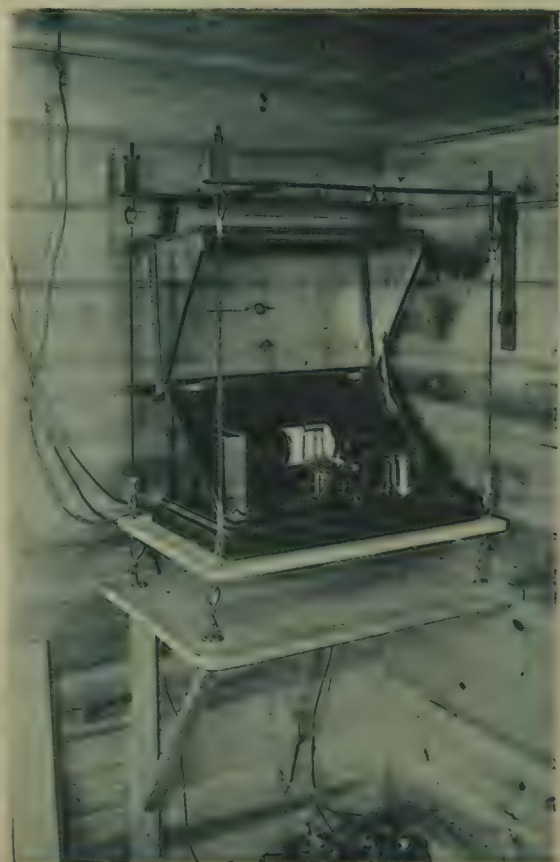
A CORNER OF THE INTERIOR OF ONE OF THE OBSERVATORIES: INSTRUMENTS—RECORDING APPLIANCES, INDICATORS, GAUGES, ETC.—WHICH ARE IN CONTINUAL USE.



AN INDICATING AND RECORDING INSTRUMENT, EMPLOYED OUT OF DOORS FOR OBTAINING FORECASTS OF WEATHER CONDITIONS: THE STEVENSON SCREEN.



PILOT-BALLOONING: AN OBSERVATION TO LEARN THE DIRECTION AND VELOCITY OF THE WIND 30,000 FEET UP.



FOR REGISTERING DANGER: THE LIGHTNING-RECORDER, CAPABLE OF GIVING WARNING OF THUNDERSTORMS 200 MILES OFF.

The Royal Naval Air Service has a special department and stations allocated to weather forecasting and meteorological observation for the purposes of the war. It serves both Army Headquarters, in supplying information as to probable weather conditions in any particular area when offensive operations are under consideration, and is also continually issuing intimations of weather conditions prevalent over a wide area for aircraft operations, such as bombing-raids and long-distance reconnaissance. Every kind of

scientific instrument in use for meteorological observation kept at the most completely fitted observatories of the world forms the equipment at the many R.N.A.S. weather-forecasting stations we possess. Certain of them are shown in the illustrations on this page. The altitude of 30,000 feet is upwards of six miles above the earth, at which height observation is about to be taken by the means shown in the fourth "Pilot-Ballooning" illustration.



1,000,000 loaves lost every week

The *Nourishment* of about 1,000,000 Loaves is lost every week by the people of Great Britain because the body fails to extract much of the nourishment from food. It is here that Bovril helps in National Food Economy. Bovril stops waste by making your food feed you more. You can eat less and still be assured of being nourished if you take Bovril.

Here is a striking confirmation of the well-known body-building food-saving powers of Bovril.

"The addition of a small teaspoonful of Bovril to the diet as a peptogenic before meals leads to more thorough digestion and assimilation and thus saves food.

"The diet may be then cut down from $\frac{1}{4}$ to $\frac{1}{8}$ and the body still be adequately nourished."

—*Medical Times.*

From the Review "Peptogenics in Relation to Food Economy," by Dr. J. Campbell, while Food Expert to the Metropolitan Campaign for Food Economy.

Adopt this simple way of saving the nation's food. Take a cup of Bovril as soup with meals or use Bovril in the kitchen in your cookery.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY CENTRAL PRESS, ELLIOTT AND FRY, HIRST, SWAIN, 'LAPAYETTE,' 'STUART,' HASSANO, RUSSELL, D. WILDING, BROOKE HUGHES, AND LANGFIER.



2nd LIEUT. JASPER M. P. MUDDOCK,
Shropshire Yeomanry. Son of Mr. J. E.
Preston Muddock ("Dick Donovan"),
the novelist.



LIEUT.-COL. JOHN MAXWELL, M.C.,
Rifle Brigade. Son of Mrs. Maxwell,
Russell Street, Bath. Enlisted as private
in 1914.



MAJOR R. OSCAR CYRIL WARD,
The Buffs. (Transferred to Tank Corps.)
A Cambridge Double Blue. Son of Mr.
Robert Ward, Leatherhead.



CAPT. F. DESPARD PEMBERTON,
R.F.A. and R.F.C. Killed while flying
and taking photographs over German lines.
Educated at Hailbury.



CAPTAIN W. TEESDALE HALL,
R.F.C. Son of Mr. and Mrs. F. Asa Hall,
Heath Street West, Toronto. Killed in
action.



LIEUT. R. W. GASCOYNE-CECIL,
R.H.A. Son of the Bishop of
Exeter and Lady Florence Gascoyne-
Cecil.



LIEUT. HON. ALICK G. CUBITT,
Hussars. Son of Lord and Lady Ash-
combe. Has been officially reported
killed in action.



CAPT. W. EARLE VILLIERS,
King's Royal Rifle Corps. Son of Mr.
John R. Villiers, Hans Place, S.W.
Killed in action.



LIEUT. VIVIAN WILFRED
BENNETT,
R.E. Son of Lieut.-Col. V. B. Bennett,
I.M.S., and Mrs. Bennett.



MAJOR (TEMP. BRIG. GEN.) F. E.
JOHNSON, C.B.,
N. Staffordshire Regt. Mentioned in
despatches.



MAJOR F. H. JOHNSON, V.C.,
Royal Engineers. Was a B.Sc.
of London University. Killed in
action.



LIEUT. H. N. LESLEY,
R.N. Officially reported as killed in
action at sea. Son of Mr. and Mrs.
H. W. Lesley, Aldeburgh.



COMMANDER W. STERNDALE
BENNETT, D.S.O.,
R. Naval Division. Youngest son of
Mr. and Mrs. T. R. Sterndale Bennett.



MAJOR (TEMP. LIEUT.-COL.) A. D.
MURPHY, D.S.O., M.C.,
Leinster Regt. Son of Lieut.-Col. E. W.
Murphy, Ballinamona, Cashel.



MAJOR HON. R. N. D. RYDER,
Hussars. Youngest son of the late, and
brother of the present (fifth) Earl of
Harrowby.



LIEUT. RANDOLPH MURRAY,
Cameron Highlanders. Son of the late
Mr. C. R. Murray, of Partick Hill,
Glasgow. Died of wounds.



CAPT. JOSEPH LEONARD
MORTON,
Manchester Regt. Son of Capt. and Mrs.
Edwin Morton, Woodstock Road, Oxford.



MAJOR T. E. LEFROY,
Manchester Regt. Son of the late Captain
Lefroy, R.N. Served in S. African War.
Officially reported killed.



LT.-COL. VIVIAN THOMPSON, D.S.O.
Essex Regt. Son of late General C.
Thompson, I.C.S., and of Mrs. Thompson,
Bedford. Mentioned thrice in despatches.



2nd LIEUT. LIONEL NASSAU
KINDERSLEY,
Hussars. Eldest son of Sir Robert and
Lady Kindersley, Abbot's Langley.

HELP TO SAVE OUR WOUNDED HORSES

A TOAST TO THE HORSE!

"Here's to that bundle of sentient nerves, with the heart of a woman, the eye of a gazelle, the courage of a gladiator, the docility of a slave, and the proud obedience of a soldier—THE HORSE!"

At least we must be just to our dumb Allies so faithfully serving us, helping us to win the War. The service of these noble creatures is absolutely necessary at the Front—to get our guns in position—to bring food and ammunition to the trenches—in short, to enable our men to hold our lines.

Our wounded "Roll of Honour" horses must be sympathetically cared for, their sufferings must be alleviated so far as possible. We owe them all this. We owe it to our men who are dependent upon them, that they be speedily recuperated for further essential use.

The R.S.P.C.A. Fund for sick and wounded horses is the only fund authorised to help the Army Veterinary Corps. If you would help to do this human and necessary work, please send in your contribution without delay. The matter is urgent—the need imperative.

"Additional Horse Hospitals are needed at once. The coming into action of the Cavalry increases the need and the urgency for liberal contributions to the R.S.P.C.A. Fund." THE DUKE OF PORTLAND,
Chairman of the Fund.

£50,000 immediately needed.
Additional "Beds" for 5000 Horses
URGENTLY REQUIRED at the FRONT.

It costs £10 each to equip and to maintain this increased accommodation.
WILL YOU DEDICATE ONE BED?

The need is pressing. The R.S.P.C.A. Fund Committee asks your generous help, at once, to put the Military Authorities quickly in possession of these necessary accommodations for our gallant horses.



British cavalry charging the German batteries at Cambrai

CONTRIBUTION FORM.

If you cannot send us much, please send a little. Cut out this Form, fill it in, and return as promptly as possible to the Hon. Secretary, R.S.P.C.A., Dept. A.C. 8, 105, Jermyn Street, S.W.1.

I herewith enclose £ _____ which is to be used exclusively for the provision of British Horse Beds (at £10 each) at the Front.

Name _____

Address _____

Date _____

LADIES' PAGE.

THERE have been a number of great charity entertainments in London lately: notably, that at the Albert Hall, patronised by many *l'ecresses* and wives of men in authority, the main purpose of which was to sell tickets for a grand lottery or "Tombola," the proceeds to supply entertainments for the soldiers at the front. Mrs. Asquith was much in evidence; and Miss Elizabeth Asquith had charge of an original and interesting stall called "The Personal Touch Stall," at which autographs, drawings, etc., and all sorts of relics and articles with associations were displayed, amongst them the original board that once indicated a famous trench at Ypres as "Petticoat Lane." The prizes include a number of lovely gowns, furs, cloaks, and costumes, given by leading London business houses; and these charming creations were borne in procession on the persons of a number of Society pretty women, acting for the nonce as the *mannequins* of the shops do, and doubling the attractions of the clothes by means of their own. There were groups of charming women in fancy sketches, such as "The Seven Ages of Woman," showing the Infant (carried by Lady Cynthia Asquith), the School-girl, the Betrothed, the Bride (this was the most lovely woman of her time, Lady Diana Manners, in silver and white), the Mother, the Household Queen, and the Old Lady. There is still plenty of money to be got by the right means, for this was but one of many well-attended and successful "functions" of the same kind during the last month.

Black is very much worn at present, inevitably and properly. When it is not mourning—as, alas, it is so often—it is relieved with touches of white or with gold or silver. A very little of either of the precious metals gives brightness, but it is often used, in order to avoid any garish effect, veiled with the finest chiffon. A band of gold lace thus becomes half the corsage, from the loose waist-line to the bust, the veiling chiffon above the gold then being continued to the top over black silk or white chiffon, to complete the garment. Sleeves in such a case are usually transparent, full, and gathered into a cuff-band of firmer material on which the veiled gold touch is repeated. Some black frocks in *charmeuse*, *crêpe-de-Chine*, or *tulle* are relieved by a small quantity of gorgeous-coloured brocade; a little, judiciously placed, of the very brightest tones possible, is in good style. Even on coat-frocks intended for smart occasions a small amount of very light or brilliant trimming is sometimes introduced, such as on a sash or a band a few inches wide under the bust. On these useful garments, *soutache* embroidery is best placed. A grey gaberdine coat-frock, for instance, has a band of heavy white *soutache* braiding pouched round just above the waist; and another in navy-blue is lightly belted with the same material, adorned with gold *soutache*. Almost all dresses are cut down at the throat, either in a small V or a round; but, on the contrary some have throatlets of fur or of embroidery.



AN ORIGINAL AFTERNOON COSTUME.

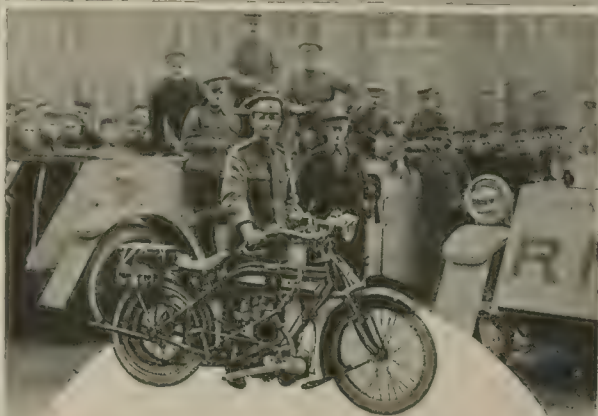
This dress is made of night-blue cloth, the long graceful coat being embroidered with fine black braid, and trimmed with seal fur. The scarf is made all in one with the coat, and can be worn open or closed.

There is one advantage about millinery—that, even when it is relatively expensive, it is still not very costly. The fifteen and eighteen guinea hats of pre-war times are seen no more, and even the best *chapeaux* in the best show-rooms are simple in design and modest in price. There has been a considerable rise in the height of toques, those with twirled velvet crowns, for instance, often being twelve inches high; but then, this rather aggressive twisted bit of silk velvet actually is the hat, trimming being practically non-existent, or consisting only of a bead or *passanterie* ornament, or a plain band of fur or brocade ribbon. Popular, again, are the sailor brims with high crowns, generally soft ones, of velvet or plush. The brim may be of one colour, and the full, soft crown of another—as, a sapphire-blue velvet brim with a silver-grey bag crown, and a band of silver ribbon round the base of the crown, held by an oxidised and blue-beaded ornament in front. A picture-hat is such nowadays chiefly by reason of being wide of brim, and not by costly ostrich-plumes or elaboration of ornament. There is a good deal of feather-edging trimming used, made of loosely falling fronds of ostrich plume, but it is not very expensive; some of it is wide enough to cover the brim of a hat completely, which gives a softening and pretty effect, and, with a little aigrette to match, this feathery band constitutes all the trimming. Fur-edgings, again, are much used; sometimes the strip of narrow fur is run on along the edges of the folds of velvet that make the shape, sometimes the fur is laid as bands round the brim and again round the bottom, or as often as not round the top, of the crowns. Plush is often employed with fur, making an effective combination. A brim of dark fur, such as skunk, with a plush high crown of a light colour—even white, for choice—and a little bit of jet as a finish in front or at the side, is simple enough; and, as a small quantity of fur suffices, it is all not very expensive, yet smart and pleasant to see. White and black in any materials are, we know, extremely effective, and both for dresses and millinery are in high favour. These are the smart hats; those for daily wear are quite plain.

To miss a Burberry sale would be something more than a blunder. There are special reasons for making note that Burberrys' sale, which means an opportunity for saving money, while replenishing the wardrobe, lasts from Jan. 1 to Feb. 28, as everyone will thus have a chance of purchasing tailored garments of first-rate quality at prices which will not be available much longer; and those who wish to be fortified against bad weather should take note that the sale stock includes every kind of tailored garment—Burberry top-coats, suits, and gowns will be obtainable for something like half-price. Distinctive clothes of all kinds of texture, weight, colouring, and pattern will ensure the satisfaction of every taste and requirement, and Burberrys are including in the sale a few Service weatherproofs and other details of officers' outfits. Two illustrated catalogues of this sale are issued, one for ladies, and the other for men, and either, or both, will be sent, post-free, on application to Burberrys, Haymarket, London, S.W.1.

FLORENA.

B.S.A. on War Service



THE brilliant successes achieved by B.S.A. Motor Bicycles at the Front are eloquent testimony to the quality and endurance of B.S.A. material and workmanship. By standing the racket of modern warfare, B.S.A. machines have enhanced their already world-wide reputation for reliability.

Catalogue Free.

THE BIRMINGHAM SMALL ARMS COMPANY, LTD.,
28, Small Heath, Birmingham.



"Thy glass will
show thee how
thy beauties wear"
Shakespeare [Sonnet]

Does the
reflection
please you?
Are you
assured that
you are pre-
serving and
enhancing
your personal
charms?

In this regard you will find no stauncher or
more fragrant ally than

PRICE'S COURT BOUQUET COMPLEXION SOAP

The purity of "Court Bouquet," its beneficial influence upon the skin, and its all-round daintiness, are points that commend themselves to all who value their personal appearance.

"Court Bouquet" costs 3½d. per tablet, and is obtainable in a variety of pleasing perfumes.

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Protein

is the food-element without which the tissues cannot be built up. Milk protein supplies this in a concentrated form. 'BYNOGEN,' introduced by Allen & Hanburys Ltd., is largely composed of milk protein with organic phosphates to nourish the nerves, and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

Wherever extra strength is needed, either to sustain overwork or to correct a nervous and run-down condition, 'Bynogen' will be found an excellent sustaining and restorative food.

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BY APPOINTMENT TO H.M. THE KING.

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Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
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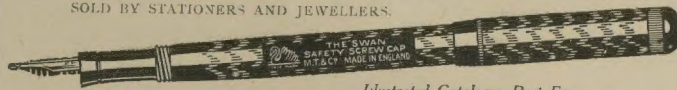
Price 1s. per Bottle. Of all Grocers, Chemists, Etc.
SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

THE SWAN FOUNTAIN PEN

FEW things are so useful in business and private life as the 'Swan' Pen. In Military Service the 'Swan' has proved invaluable. Whenever and wherever there is a call for writing, it is conveniently at hand and instantly serviceable. It is the best fountain pen because it has no complicated mechanism and cannot go wrong except by accident or gross misuse.

At pre-war prices, from 10/6.

SOLD BY STATIONERS AND JEWELLERS.



Illustrated Catalogue Post Free.

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GREAT SALE of BARGAINS

In IRISH LINEN, including
Handkerchiefs,
Table = Linen,
House = Linen,
Shirts, Collars,
AT MAKERS' PRICES

Write for Samples and Price List, sent post free.

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LONDON 40B, Dorell Place BELFAST LIVERPOOL

SANITAS

FLUID
SPRAYED ABOUT ROOMS
RAPIDLY
DESTROYS ALL DISEASE GERMS



THE "SANITAS" CO LIMEHOUSE, LONDON, E.

WRIGHT'S COAL TAR SOAP

The SOLDIER'S SOAP.



A safeguard of health and a grateful tonic to the skin.

SOOTHING,
REFRESHING,
INVIGORATING.

5d. per Tablet.

How little salt one does use at table; it is worth while getting the best—

Cerebos SALT



Hurculaces are the ideal laces for boots and shoes.

Infinitely superior to the unbranded laces—chiefly German—so thoughtlessly purchased in the past. HURCULACES never "let you down"—they do not become dingy nor lose their tags. Always smart, neat, and comfortable.

Stocked by high-class Drapers, Outfitters, and Bootmakers.

Hurculaces
GUARANTEED
BRITISH MAKE

Watchmakers. Established 1851.

SMITH'S ALLIES WATCH

ACTUAL SIZE

LUMINOUS

FRONT ABSOLUTELY UNBREAKABLE.

SCREW IN SILVER CASE £4 4 0 EVERY WATCH WARRANTED.

With Hinged Case, £3 3 0

Please write for Special List of Accessories for the Front.

S. SMITH & SON LTD. ESTD 1851

WATCH MAKERS TO THE ADMIRALTY.

6, GRAND HOTEL BLDG, TRAFALGAR SQ. W.C.

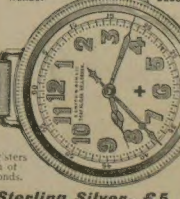
& 68, PICCADILLY, W.

Fine Sapphire and Diamond Ring. £4 15 0

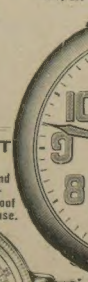
Fine Double Cluster Diamond Ring. £10 10 0

MEDICAL WRIST WATCH.

Luminous Figures and Hands. Screw in Dust and Damp-proof Case.



ALARM The Alarm will arouse the Heaviest Sleeper.



WATCH Sterling Silver "ALARM" Watch white dial. £6 5 0 With Oxidized or Nickel cases, white dial. £5 5 0 With black dial 9/- each extra

Luminous Alarm Watch. Perfect Timekeeper. The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.

S. SMITH & SON, LTD., 6, GRAND HOTEL BLDGS, TRAFALGAR SQ. W.C. & 68, PICCADILLY, W.

Sterling Silver, £5 15 0

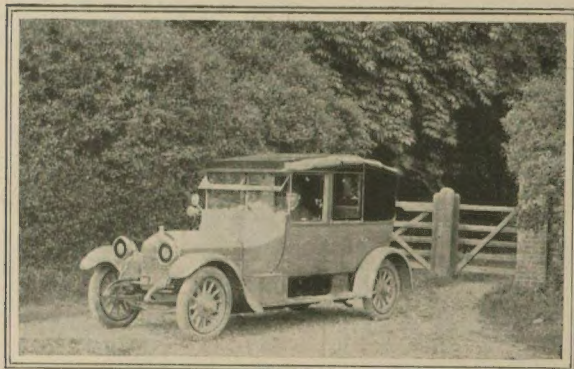
THE CHRONICLE OF THE CAR.

A Shortsighted Policy.

It is becoming a serious question whether the driving off the roads of all kinds of privately owned motor-vehicles is not likely to militate very seriously against the national interest in case of certain eventualities, which are clearly foreshadowed by those who ought to know of what they are talking. Lord French and Sir Francis Lloyd have told us that invasion by the enemy is a not unlikely contingency, and they are authorities to whose opinions we are bound to pay the most serious deference. The military authorities have set about the taking of a census of cars which would be available for transport purposes in case of such an eventuality, and the car-owner is asked to assist by placing his car and his own, or his driver's, services at the disposal of the Army on "The Day." So far, this is excellent, and entirely as it should be. But in the meantime, stern restrictions are being imposed on the use of cars, and those restrictions are being interpreted in such a manner that it is more than one dare do to use a motor-vehicle if there is the slightest possible doubt of the legality of the use. I do not say that these restrictions are unnecessary. I do think the

There is, however, an aspect of the matter which I think merits the most serious consideration with a view to a possible relaxation of the stringency of the present regulations governing the use of cars. There is no question but that one of the principal results of these restrictive Orders has been that many hundreds, probably many thousands, of cars have been laid up. Doubt-

less it was the intention of the Government that this should be so, but it is, perhaps, open, to question if the ultimate possible effect has been taken into account. Now, most of the cars that have been so laid up are semi-permanently out of commission, and will certainly not be available for use in case of a sudden emergency. Mechanically they will have, so to say, run to seed. Tyres will have perished, and no new ones will be held in stock. And the longer the present policy of absolute repression is continued, the worse the position will become, for the very simple and sufficient reason that more and more vehicles will pass out of commission to the virtual scrap-heap. I am by no means pleading for facilities for pleasure motoring. I am as much against that as the most bigoted anti-motorist, but I am certainly of opinion that the entire stoppage of what has come to be called utility motoring is a two-edged policy which may one of these days be found to be very serious in its results. The motoring journals and that section of the Press which is sane and balanced in its comments on motoring matters, have pressed this aspect of the matter for some little time; but there is, unfortunately, another and very powerful section which is incapable of associating the use of the motor-car with any purpose save that of selfish pleasure, and it is doubly unfortunate that its views appear to find acceptance from those who rule the motorists' destinies. My own view is that this is a matter for the representative associations to take up in combination, and to present the whole case for the encouragement rather than the repression of the use of cars for utility purposes.



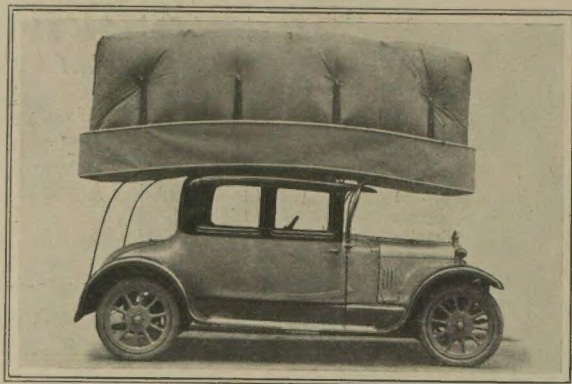
A HANDSOME CAR IN PRETTY SURROUNDINGS: A WOLSELEY "CABRIO-PHEETON."

This admirable car is mounted on a 16-20-h.p. chassis, and is seen making a halt at Kingsbury.

interpretation is being strained in many cases, but that is not at all the same thing. It may be that they are essential; and not being in possession of all the facts of the situation which has led up to their imposition, I am certainly not going to dogmatise about the matter, and to say that they are merely vexatious, as some are doing.

A Wonderful Record.

The other day it was present at a gathering called together to celebrate a unique record—no less than the bombing of the German battle-cruiser *Goeben* and the Turkish War Office at Constantinople by a British aeroplane. We have become so used to the daring deeds of our airmen that the bald announcement by the Admiralty



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This car is the property of Lady Idina Wallace, wife of Captain David Evan Wallace, and is fitted with a gas-container supplied by Messrs. Ernest Lyon, Ltd., 91, New Bond Street, W.

of the fact that this had been done attracted very little notice. It is only when one is able to appreciate how it was done that the wonderful nature of the record becomes apparent. The machine was a Handley-Page biplane, driven by two Rolls-Royce engines. The enterprise was arranged here in England, and the machine was specially prepared for the purpose. It left Hendon with the whole expedition scheduled out, flew via Paris, Rome, Naples, and the Adriatic, across enemy territory to Salonika, and from thence to its base. There it was prepared for the raid on Constantinople, which was carried out quite successfully, and exactly to the time settled upon before the departure from Hendon. Every stage of the expedition was, in fact, completed within the schedule time fixed. The performance of this all-British combination is sufficiently wonderful in itself, but it becomes more so when it is realised that it was accomplished to time-table, exactly as though the question had merely been one of a railway journey in peace time.

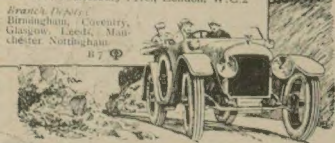
W. W.

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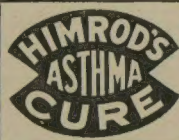
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LITERATURE.

With the Italian Army.

The American war-correspondents have contributed some interesting volumes to the rapidly-growing literature of the Great War. They are quick-witted men, with an unerring eye for the things that matter. Mr. E. Alexander Powell belongs to the clever company, and his new book, "With the Italians" (Heinemann), reveals him as one of the elect. He has already written about France and Flanders in war time, and half the present work deals with the French, British, and Belgian forces. Published some months ago in America, the English edition has been rather heavily bombarded by the Censor. Here and there the effects of his attack are trifling; but towards the close of the bombardment the Censor has succeeded in getting direct hits on several pages and blotting out from them every line of type. Yet in spite of these disadvantages, Mr. Powell, in a few closely knit chapters, succeeds in giving the reader a clear idea of the enormous task accomplished by the Italians in and on the Alps, and the astounding difficulties of the position with which they were faced even in the days before trouble fell upon them. If the full measure of the Italian effort has hardly been grasped in this country, here is a book that will fill in the gaps in our knowledge. Belgium's splendid effort receives well-merited tribute, and its precise nature is explained with simple directness. Mr. Powell is a shrewd, skilled observer, capable of seeing masses and movement, politics and strategy, in true perspective. When he was gathering his material America was among the neutral Powers, but it is clear that Mr. Powell's sympathies were not affected by his country's official attitude.

World-Freedom and the Fleet.

Mr. Gerard Fiennes, in his latest naval work, "Sea-Power and Freedom" (Skeffington), treats from an entirely new and very pertinent point of view a subject which at the present moment is one of supreme and vital importance to the civilised world at large, as well as of high

interest to the people of this country in particular, and to our Allies in the present war. He sets himself to show—and very successfully, in the main, succeeds in showing—from events of past wars at sea, and throughout the course of the present war, as far as it has gone during the past three years, how sea-power in all ages has proved itself inherently and essentially an insuperable bar to designs of tyranny, and to Kaiserism, as the term is understood at the present time. His aim is to demonstrate, by means of the concrete facts of historical experience, from very early times to the present year, the working of

make up a record which is as interesting and attractive as it is instructive. The so-called general reader should find it as much to his liking from the entertaining side as the reader interested in public affairs of the moment and probable developments of the world-war is bound to do. At the outset, for the first half of the book Mr. Fiennes deals with the effect of sea-warfare and sea-traffic on the European politics and civilisation of former wars, especially as the British Empire has been affected and concerned. Then he concentrates on the present Great War. Incidentally, he also brings out these points,

which it might be useful for our own people in general to realise more. "Belgium," to quote the author, "was over-run, beaten, crushed; yet Belgium lives. Her Army has been refitted by the Power which has the resources of the world at her back. Its flank is secured by the British Navy. . . . Or take the case of Serbia. A rabble of starved and beaten men straggled down to the coast of the Adriatic in the autumn of 1915. They were rescued by sea-power, and brought to Salonika, and equipped and reorganised to aid in recovering the freedom of their native land. Take the Russians in France, or at Salonika, brought all the way round from Vladivostok. Take the marvellous odyssey of the British armoured cars which were landed at Archangel, and fought on the frontiers of Persia." It is, to sum up, not only "the guns of Jutland" that count. Important as is the battle-work that the Grand Fleet has done, whenever an opportunity of fighting was offered it—rather, as Mr. Fiennes urges insistently, it is the general world-pressure that

the Navy brings to bear continuously on the enemy, which is enabling the nations to hold out in their desperate and prolonged struggle for Liberty. "Sea-Power and Freedom" should be read by everybody.

In our recent review of Dr. Stapoole's new novel, "The Starlit Garden," we regret to find that the name of the publishers was incorrectly given. The book was issued by Messrs. Hutchinson and Co., and not by Messrs. Methuen, as we stated.



THE PALESTINE CAMPAIGN: LANDING STORES ON THE COAST.—[Official Photograph.]

sea-power as a check to military despotism. Not once or twice in the past has sea-power saved Europe, but in exactly the same manner as it did so formerly, it is at work saving Europe at the present moment. By way of proving his contention, Mr. Fiennes includes in his survey practically the entire range of maritime wars among all nations—from the far-off days of the Phœnician ascendancy in the Mediterranean, to the U-boat piracies against merchantmen of Grand-Admiral Tirpitz. As a story, indeed—apart from any deeper meaning—the events narrated

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